

二拜禮 號九十月三英港香

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PER ANNUM

## Intimations.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE EIGHTEENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 14, Des Voeux Road, Victoria, on SATURDAY, the 23rd March, 1901, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1900, declaring a Dividend and electing a Consulting Committee of Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 23rd instant, both Days inclusive.

SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 12th March, 1901. [317c

THE GREAT EASTERN AND CELESTONIAN GOLD MINING CO., LIMITED.

SHAREHOLDERS in the above Company are hereby requested to attend a PRIVATE MEETING to be held in the COMPANY'S OFFICE, No. 14, Des Voeux Road Central, on SATURDAY, the 23rd March, 1901, at NOON.

By Order of the Board of Directors,  
LÜTGENS, EINSTAMM & CO.,  
General Agents.

Hongkong, 16th March, 1901. [336c

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE

THE TWENTY-THIRD ORDINARY ANNUAL MEETING OF THE SHARE-HOLDERS of the Company will be held at the OFFICES of the General Agents, on WEDNESDAY, the 27th March, 1901, at NOON, for the purpose of receiving their Report with a Statement of Accounts to 31st December, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th March, both Days inclusive.

JARDINE, MATHESON & Co.,  
General Agents.

Hongkong, 8th March, 1901. [34c]

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HONGKONG HOTEL COMPANY,  
LIMITED.

NOTICE.

**T**HE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL, on TUESDAY, the 26th March, 1901, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1900, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

THE TRANSFER BOOKS of the Company will be CLOSED from the 26th to the 36th instant, both Days inclusive.

By Order of the Board:

C. MOONEY,  
Secretary.

Hongkong, 16th March, 1901. [337c

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**LUZON SUGAR REFINING COMPANY,  
LIMITED.**

**NOTICE.**

**T**HE NINETEENTH ORDINARY ANNUAL MEETING of the SHARE-HOLDERS of the Company will be held at the OFFICES of the General Agents, on WEDNESDAY, the 27th March, 1901, at 12.30 P.M., for the purpose of receiving their Report and Statement of Accounts to 31st December, 1900.

THE TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th March, both Days inclusive.

**JARDINE, MATHESON & Co.,**  
General Agents.

Hongkong, 8th March, 1901. [305c

**UNIVERSAL TRADING COMPANY,  
LIMITED.**

**NOTICE** is hereby given that the General Manager has made a **CALL** of **5s** on the Holders of Shares in **UNIVERSAL TRADING CO., LIMITED**, which Call is **PAYABLE** to the General Manager, on the **31st day of MARCH, 1901**, at the **COMPANY'S REGISTERED OFFICE, No. 4, Des Voeux Road Central.**  
Dated Hongkong, **31st January, 1901.**  
**ELLIS KELLY,**  
General Manager.

**BANQUE DE L'INDO-CHINE.**

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO-CHINE and which said Notes are expressed on the face thereof to be PAYABLE at the BRANCH OFFICE of the said BANQUE in SAIGON, the Numbers of which said Notes are as follows:—

Series V 49, 1 to 1,000 of \$1 (One Dollar) each.


Series Z 49, 1 to 1,000 of \$1 (One Dollar) each.

The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the BANQUE DE L'INDO-CHINE accept no liability for the same.

By Order of the Chief Manager in Saigon,  
For the BANQUE DE L'INDO-CHINE,  
L. BERINDOAOUE,  
Acting Manager.

Hongkong, 26th February, 1901. 166c

**Auction.**



**PUBLIC AUCTION.**

THE Undersigned have received instructions  
to Sell by  
**PUBLIC AUCTION,**  
**TO-MORROW**  
(WEDNESDAY), the 26th March, at 11 A.M.,  
At CENTRAL POLICE STATION.  
A QUANTITY OF  
SURPLUS STORES.  
TERMS:—As Usual.

**HUGHES & HOUGH,**  
Government Auctioneers.  
Hongkong, 19th March, 1901. (3396)







except with the Chinese. With regard to the big dividends I think 12% is all right, and should be fairly well satisfied with that amount. Mr. Mounsey:—Mr. Gaskell must not forget that we have a lack of capital.

The Chairman:—And you must not forget that we have a lack of stock. Mr. Mounsey:—With the profits increasing so abnormally in one year we should expect an increased dividend for this year. There is one more question I should like to ask. Can you tell me the value of the stock that has been sent north and is there now?

The Chairman:—\$167,775. Mr. Mounsey:—That does not include the whole amount that has been sent north. Can you tell me roughly that amount?

The Chairman:—I can hardly do that. It would be purely guess work. Mr. Mounsey:—Only a very small portion of it has been paid for.

The Chairman:—The whole has been sold but not paid for. Some is goods in charge of the Indian Commissioner, who, having the power to buy as they want, have not paid yet. I have a signature for it here.

Major Brown:—I notice that the stock has been valued by the General Managers. May I ask if that means by the two names on the report, yourself and Mr. Chao A. Fook?

The Chairman:—Mr. McLoughlin, of this office, has vouched for the stock and we have gone over it and valued it.

Mr. Chao A. Fook:—We take the purchase price in London.

Major Brown:—May I ask if in some things there has not been a deterioration?

The Chairman:—London prices are taken. Major Brown:—Is it not possible that the stock be valued by some one other than the General Managers? Surely there are people in the Colony who have a knowledge of drugs and who could value the stock. The statement of bills is like a game of billiards and shuttlecock.

The report says that the accounts have been audited by Mr. Gaskell. There is no responsibility taken by anyone. Then there is another question, the amount of the commission to Fook, \$10,000 odd. This shows as the assets of Messrs. Raub and Company. May I ask what securities we hold?

The Chairman:—It is entirely in the hands of the Government. They take goods from Raub (we have a Captain's signature and that is quite sufficient for the General Manager and should be sufficient for you).

Mr. Gaskell:—With regard to remarks from Major Brown as to the taking of stock, it must be borne in mind that there are no professional valuers and stockholders here, therefore it is the custom of most trading concerns in Hongkong such as this to take their own stock. The General Managers vouch for the accuracy of the stocktaking and to get the stock valued here by a professional valuer would entail a great expenditure and do not know if there are any such men in China. Of course no one would undertake such a job for under about six or seven hundred dollars.

The Chairman:—If there are no further questions and I take silence as indicating this, I beg to propose the adoption of the report and accounts.

Mr. Read seconded. The Chairman:—That is all the business, gentlemen. Dividend warrants will be ready to-morrow morning.

**LEGAL INTELLIGENCE.**  
**SUPREME COURT.**  
**CRIMINAL SESSIONS.**  
Before His Honour Sir John Carrington, Kt., C.M.G., (Chief Justice).

March 18th.  
**TRIAD SOCIETY CASE.**  
Li Muk Kwai stood on an indictment charging him with being a member of an unlawful society, the Triad Society.

The defendant pleaded not guilty. Mr. E. Robinson appeared for the defence. The following were the jurors:—Messrs. J. A. Tarrant, J. H. O'Brien, H. Albrecht, D. E. Souza, E. Arndt, A. M. Phillips, and A. H. Hamet.

The case was concluded yesterday and evidence having been led. The jury found the prisoner guilty. His Lordship inflicted a sentence of four months' hard labour.

**ANOTHER TRIAD SOCIETY CASE.**  
Li Kwai, charged with being a member of a Triad Society at Kowloon on the 24th February, pleaded guilty and was sentenced to three months' hard labour.

**ALLEGED ARMED ROBBERY AT KOWLOON.**  
The Luk, Ko Wing Sang, Li Kwai and Lai Fui were charged with being concerned in an armed robbery at Kowloon on the 23rd Feb. The Attorney-General withdrew the charge against Li Kwai, who was accordingly discharged.

The other men pleaded not guilty, and they were ordered to stand by for the present. The Court then adjourned.

Before His Honour Sir John Carrington, Kt., C.M.G., (Chief Justice).

March 18th.  
**ARMED ROBBERY AT KOWLOON.**  
Fong Sin was charged with robbery, being armed at Kowloon on the 13th of February last.

The prisoner pleaded not guilty. The following jurors were empanelled:—Messrs. F. A. C. Kahn, A. Shaw, A. Cox, W. C. Pyne, W. A. K. Mi, G. Hunter, A. P. Sang. This case was concluded yesterday.

The jury returned a verdict of not guilty and the prisoner was discharged.

(Before His Honour Sir John Carrington, Kt., C.M.G., (Chief Justice).

March 19th.  
**MURDER.**  
Louis Aragoni stood on an indictment charging him with murder on board the steamer *Patroclus* from Singapore to Hongkong on the 8th of February last.

A plea of not guilty was tendered. Dr. Ho Kai appeared for the prisoner. The following jurors were empanelled:—Messrs. A. Gocke, H. E. Hammon, M. J. Jensen, A. M. Phillips, E. Arndt, W. J. Wright, C. W. Pyne.

The Attorney-General, in opening the case, said the prisoner before them stood charged with murder on the *Patroclus*. This steamer was flying the British flag, and was on the way from Hongkong to Hongkong. It was alleged to have taken place about eight hours from Hongkong and place about a dispute about carrying coals to the furnace. The prisoner was told to "wheel some coal from the bunkers to the fore stove-hole, for the use of the boilers. The prisoner's watch began at twelve o'clock and he went to relieve the other Manilaman on board. On being told to take the coal the prisoner had told the Chinese fireman to "Shut up." The prisoner pushed the Chinese away and took out a knife, and was rushing in this direction when the deceased

was the chief fireman, but the prisoner at once turned his attention to him and stabbed him with a clasp knife. Assistance was obtained but the man died shortly afterwards. The Attorney-General then dwelt upon the difference between murder and manslaughter and upon facts of law.

The evidence for the prosecution was then led.

Before His Honour T. Sercombe Smith (Acting Puisne Judge).

March 19th.  
**ARMED ROBBERY.**  
Tsang Shau Sui Sheng, and Chan Un, were charged with, on the 5th of February last, being armed with choppers, feloniously assaulting Lai King at Kowloon, and stealing two pairs of bangles and seven rings, the property of the complainant, (2) and receiving stolen goods.

The prisoners pleaded not guilty. The following were the jurors:—V. P. M. Di Peratta, G. Patton, George Hunter, A. Shaw, G. Mercer, V. A. de Paulo Collova, John Vandermere.

Mr. H. E. Pollock, K.C., having opened the case for the prosecution, the evidence was led. The verdict of the jury was upon the first and third prisoners, guilty on the first charge, not guilty on the second charge; upon the second prisoner not guilty on the first charge, guilty on the second charge.

His Lordship then passed sentence as follows:—Upon the first and third prisoners, imprisonment with hard labour for six years, each also to receive twenty strokes with the birch; upon the second prisoner, three years' hard labour.

**CORRESPONDENCE.**  
(We do not necessarily endorse the opinions expressed by Correspondents in this column.)  
TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

To the Ratepayers.  
**GENTLEMEN.**—The resignation of my colleague, Mr. McKie, gives me the opportunity of also relinquishing my seat on the Sanitary Board without causing unnecessary inconvenience.

I have notified His Excellency to this effect. During the year I have served on the Board as your representative it has been my endeavour to do my duty, and to give effect to the expressed wishes of the community.

The many really important subjects which are submitted to the Board demand time and trouble for their due consideration.

I would willingly continue to give both if there was any hope that they would produce practical results, but, in my humble opinion, (and I have had a long experience of Sanitation in the Colony) the Board, as such, can satisfactorily accomplish nothing whatever unless and until it is made a free agent, with adequate powers, acting directly under the Governor, and solely responsible to His Excellency and the Community.

Believe me,  
Yours faithfully,  
WILLIAM HARTIGAN.  
Scarceen,  
Hongkong, March 18th, 1901.

**THE PLAGUE.**  
Number of cases reported (Chinese) 35  
up till noon of the 18th  
March, 1901  
(Europeans) 2  
Number of cases reported  
during the past 24 hours  
(Chinese) 3  
(Europeans) 0

Total number of cases reported to date, 58  
Number of deaths reported  
up till noon of the 18th  
March, 1901  
(Chinese) 52  
(Europeans) 0  
Number of deaths reported  
during the past 24 hours  
(Chinese) 5  
(Europeans) 0

Total number of deaths recorded to date, 57  
Number of cases reported  
up till noon of the 18th  
March, 1901  
(Chinese) 20  
(Europeans) 4  
Number of cases reported  
during the past 24 hours  
(Chinese) 9  
(Europeans) 0

Total number of cases reported to date, 34  
Number of deaths reported  
up till noon of the 18th  
March, 1901  
(Chinese) 13  
(Europeans) 2  
Number of deaths reported  
during the past 24 hours  
(Chinese) 2  
(Europeans) 0

Total number of deaths recorded to date, 18  
**SMALL-POX.**  
Number of cases reported  
up till noon of the 18th  
March, 1901  
(Chinese) 4  
(Europeans) 9  
Number of cases reported  
during the past 24 hours  
(Chinese) 1  
(Europeans) 0

Total number of cases reported to date, 34  
Number of deaths reported  
up till noon of the 18th  
March, 1901  
(Chinese) 13  
(Europeans) 2  
Number of deaths reported  
during the past 24 hours  
(Chinese) 2  
(Europeans) 0

Total number of deaths recorded to date, 18  
**ACCIDENT TO A GERMAN STEAMER AT MOJI.**  
The German steamer *Freiburg*, says a Shanghai paper of the 14th inst., which shipped a large quantity of copper at Yokohama, 4,000 bags of rice at Kobe, and 6,000 tons of coal at Moji, left the last-named port at 6.30 a.m. on Saturday, 5th inst. for Hongkong. After half-an-hour's steaming, she accidentally ran on a rock called Manilla Iwa, while she was giving way to the opposite direction. As soon as the news reached Moji, several steam launches were despatched to the assistance of the *Freiburg*, but were unable owing to their size, to render any help in the matter of towing her off. Part of the steamer's cargo had to be discharged into lighters to facilitate her floating. It was, however, reported that there was no fear of the vessel sinking. After temporary repairs, the steamer will be brought to Nagasaki for a thorough overhaul.

The damage can only have been very slight, as the *Freiburg* has been at the Kowloon wharves here for some days now, discharging cargo.

**ACETELINE AT SHANGHAI.**  
In our last issue, says *Boyd's Commercial Guide for China* for February, we published a communication sent to us under the difficulties that are placed by the Shanghai Customs Officials in the way of the importation of Calcium Carbide for the generation of Acetylene gas. We now notice that the Customs Officials have accepted a trial light which has been placed by Messrs. F. H. Williams & Co. in the light-house at Woosung. Anyone who has seen this new and brilliant light and compared the same with the miserable oil light formerly in the light-house, cannot but be favourably impressed with this new departure. Apart from it being a much superior light, we believe it to be much cheaper than that formerly used. Now comes the question, how are the Customs to keep this light constantly in use if they are going to prohibit the importation of that very necessary adjunct Calcium Carbide? "What is sauce for the goose is sauce for the gander," so they cannot say well improve in the necessary order, they

are well improved in the necessary order, they

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**AT THE MAGISTRACY.**  
**THE YIP HOI OUTRAGE ON THE PRAYA.**  
The coolie, Lo Tsui formerly employed at the Naval Yard, who was with another coolie arrested by Chinese detective 312 in connection with the outrage on the Praya, which took place on the 13th inst., were charged before Mr. Hazland this afternoon with throwing a corrosive fluid upon the complainant, F. G. Reek, leading man of stores, at H.M. Naval Yard, with intent to burn.

Mr. Hays (Messrs. Johnson Stokes and Master) appeared to defend and the Hon. F. H. May, C.M.G. (Captain Superintendent of Police) prosecuted.

The evidence was proceeded with.

**NEW P. AND O. STEAMER.**  
The twin-screw steamer *Stella*, built by Messrs. Barclay, Curle and Co., Whiteinch, and launched on Dec. 22 last, to the order of the P. and O. S.N. Company, ran her trials in the Firth of Clyde on 9th ult. The vessel's dimensions are—465 ft. 6 in. by 52 ft. 3 in. by 33 ft. 6 in. to upper deck, with a gross tonnage of 6,800 tons, and a dead weight of 8,000 tons. She has been built to class 10 A1 at Lloyd's on the three-deck rule, to the Board of Trade requirements for passenger certificate, and to the Life-Saving Appliances Act. The first-class passengers, to the number of about ninety, are berthed under the bridge deck amidships in special state-rooms and on the top of the bridge in handsome well-ventilated rooms. The public rooms, which comprise dining-saloon, smoking-room, ladies' boudoir, music-room, &c., are large and tastefully decorated, the panelling having been specially designed by Mr. J. E. Colcutt. Large and airy state-rooms, separate dining saloon and smokeroom, &c., are provided for about seventy second-class passengers under the poop deck. The upper seven decks are arranged for carrying troops, and are 8 ft. 6 in. in height. They are well ventilated, and fitted with the most modern sanitary appliances. Special attention has been given to the facilities for the rapid handling of cargo, and numerous winches and cranes of the most approved type have been fitted up. Large refrigerating chambers have been erected for the storage of perishable goods. The machinery, which has been constructed by the builders, consists of two sets of twin-screw engines of 4,500 h.p. with large double-ended boilers, having a working pressure of 170 lb. There is also a large auxiliary boiler. At the trial a speed of fourteen knots was easily reached and maintained. Amongst those who attended the trip were Mr. James Gilchrist, chairman of Messrs. Barclay, Curle and Co. (Limited), and Mr. Andrew Maclean, representing the builders; Mr. Kendall, manager of the P. and O. Company; Mr. Mann, Mr. Taylor, Mr. Pettigrew, and Mr. Deane, representing the owners, and others. In all about 150 were present.

**THE THRONES.**  
The Royal Palace of Westminster having been built during Queen Victoria's reign, the throne was designed to suit the circumstances of that time. Just as the House of Commons was made far too small, there was apparently no thought to devise what might be expected to last as long as the building itself.

There will consequently have to be considerable alteration made to the throne to suit the new conditions. The canopy made to cover the Queen's chair is far too small to cover two state chairs of equal size. At present these alterations will be made. The trouble will be got over by bringing the royal chairs further forward. The only addition will be the new throne chair for the King himself.

Still, the Queen's throne was a splendid piece of furnishing art. Light airy, and graceful, it agreed with the architecture surrounding it. Its magnificence told at once what it was, and the brilliant purpleness of the crystals in its ornamentation seemed to reflect the character of the Sovereign whose seat of state it was.

The throne stands at the south end of the House of Lords on a bright scarlet dais powdered with lions and roses, the emblems of power and sweetness. The centre of the dais is raised three steps, the sides two steps. The height of the canopy is 18 ft. 6 in., and it was built in three compartments, thus to accommodate the Queen on the left, the Prince Consort on the right, and the Prince of Wales on the right hand, both at a step lower level than her late Majesty herself.

The late Queen's chair, which will now be used by Queen Alexandra, is, in a way, a splendid enrichment of the simple design of the famous old chair with its fabled Stone of Scone, on which the Sovereigns of England sit at their coronation. It is 7 ft. high, of the finest mahogany, exquisitely carved, and richly gilt, and upholstered in fire soft crimson velvet, with wonderful gold embroidery.

The legs rest on lions couchant, and have pinnated buttresses. The base is deeply moulded. Sunken panels with quatrefoils contain the crown, the rose, thistle, and shamrock, emblem of England, Scotland, and Ireland, and the royal monogram V.R. of the late Queen.

The arms are boldly moulded and in sunken panels beneath them in pierced work are lions passant, surrounded with elaborate tracery. On moulded capitals above the pinnacles of the back legs a lion and a unicorn are seated holding scrolls.

The back of the chair is a lofty gable, with floreated angles and beautiful crocketing of rose-sprigs, while a moulded octagonal stem at the apex supports the royal crown. Within the gable is the royal monogram V.R. And in the border, alternated with Byzantine enamel of lions, are the crystals of purest water, whose sparkle lends the great chair its chiefest charm.—*The Morning Leader.*

**LOOTING A DERELICT.**  
EXTRAORDINARY SCENES OFF ADEEN.  
The steamer *Indra* homeward bound from Java, with a cargo of 8,000 tons of sugar, stranded on the East African coast about thirty miles south of Guardafui, writes the Aden correspondent of the *Express*.

She was abandoned by her crew, and lay there for a month, when an expedition fitted out by Aden under Captain Pomeroy, underwriters' salvage officer, finally floated the vessel and brought her into Aden Harbour to rest.

For three or four weeks, however, the natives had been systematically looting the *Indra*, and some of the scenes witnessed at the stranding place were so novel as to be almost indescribable.

A mushroom village had sprung up, built from the fittings of the ship, and about 2,000 men stood on the East African coast about thirty miles south of Guardafui, writes the Aden correspondent of the *Express*.

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**ARMY REFORM.**  
It would be well if those who are urging the Government to reform the Army on "business principles" would pause to consider some of the striking differences which must everywhere exist between a commercial undertaking and the maintenance of an armed force in peace for employment in the rare eventuality of war. A railway company for instance is always on active service, so to speak, with competing lines, the public, and difficulties of time and space as enemies. An army is generally at peace, and is very rarely employed in warlike operations. Let us take a concrete instance and imagine a railway company, say the North-Western working, or endeavouring to work, under somewhat similar circumstances to those the War Office is called on to meet. Normally, the railway knows that on bank holidays, and on other fixed dates, an unusual strain will be thrown on its resources, and can make preparations beforehand, which, however, rarely has to be met the need as constant experience has taught us, although the demands could be supplied by perhaps ten per cent. more locomotives in steam, at a few hours overtime for all the staff. To place the railway on equal terms with the army, we must imagine it dealing annually with a fractional part of its present traffic, enough to fill perhaps one train a day each way and yet held ready to deal with the full pressure of its present August traffic at forty-eight hours' notice, at some very uncertain time in the remote future. We must also imagine the chairman to be entirely destitute of any professional knowledge of railway matters and liable to parliamentary obstruction and criticism, unless expenses were kept down to the lowest possible figure. Under these conditions, the railway would probably follow the principles of organisation universal in all armies. To reduce expenditure one-third of the staff would be sent home on furlough, liable to recall at a moment's notice; the coal bill would be cut down to its lowest level; and the expenditure on locomotives, &c., would be vigorously curtailed. To complete the comparison we must further imagine that when mobilisation did take place the railway would be called on to work in a country whose language was absolutely unknown to nine-tenths of its employees—this last is a point almost invariably overlooked by our would-be reformers.

It is unnecessary to push the comparison further; but to deal more successfully with its difficulties than the army, during the present South African campaign, has succeeded in doing. In the old days, when a state of warfare was almost chronic, the soldier was a highly specialised artisan—constantly employed at his trade, and familiar with every trick and contrivance concerning it. Armies were, in fact, raised and maintained precisely on the same business lines as those on which a contractor selects and maintains his staff and subordinates for the execution of a great government order nowadays. Having received a contract the modern business man sends for the men who have worked under him before and sublets portions of the work to these, who in turn bring their own staff and skilled workmen—being accepted and paid or rejected precisely according to the skill they have to sell, and this skill is chiefly conditioned by the continuity of employment such individual has enjoyed. But let us suppose that for thirty or forty years all great railway works came to an end and a sudden call was made on one of the old firms to execute a new line. We should then find the business man face to face with the same problem with which the War Office has from time to time to contend, namely, skilled workmen to be done and only old leaders and untried men to perform it with.—*Monthly Review.*

**NOT A N D A.**  
**CALENDAR.**  
Meteorological means based on ten years' observations to 1893.

Barometer..... 30.141  
Thermometer..... 57.3  
Humidity..... 79.0  
Rainfall..... 1.76

**TO-DAY.**  
**WEATHER REPORT.**  
On date at 4 p.m.  
Barometer..... 30.23  
Temperature..... 63  
Humidity..... 75  
Rainfall..... 0.25

**TO-DAY.**  
Tuesday, 19th March, 1901.  
Chinese—29th of 1st moon of 27th year of Kwang-si.

Sun—Rises..... 6hr. 7min.  
Sets..... 5hr. 10min.  
Moon—New Moon 10hr. 22min. on Sun.  
High water—Morning..... 6hr. 20min.  
Afternoon..... 6hr. 3min.  
Low water—Morning..... 3hr. 13min.  
Afternoon..... 3hr. 39min.

**ANNIVERSARIES.**  
1837—The Governor of Canton acceded to the request of Capt. Elliot to reside in that City.  
1839—Commissioner Lin prohibited the retreat of foreigners to Macao.  
1859—Nantao bombarded by H.M.S. *Cruiser*.  
1889—The 55 *Hyakhan Maru* burnt; 16 lives lost.  
1889—*Mindanao Vagres* collision; 29 lives lost.  
1897—Fire at Jardine's Silk Factory, Shanghai; damage Tls. 165,000.  
1899—H.E. Chang-chi-tung ordered to Peking.  
1900—First Performance of the Japanese Opera *The Geisha* in Hongkong.

**TO-MORROW.**  
Wednesday, 20th March, 1901.  
Chinese—1st of 2nd moon of 27th year of Kwang-si.

Sun—Rises..... 6hr. 6min.  
Sets..... 5hr. 10min.  
Moon—In Equator 6hr. a.m.  
High water—Morning..... 6hr. 5min.  
Afternoon..... 6hr. 5min.  
Low water—Morning..... 3hr. 4min.  
Afternoon..... 3hr. 26min.

**ANNIVERSARIES.**  
1848—Governor Bonham landed in Hongkong.  
1862—Mutiny on board the coolie ship *Rohrer* Brown. Captain and part of crew murdered.  
1880—Terrible tragedy at Macao. Colonel Mosquita, after killing two members of his family and seriously injuring two others, commits suicide.  
1896—The Borneo Coy.'s Rice Mills at Bangkok destroyed by fire.  
1898—I.M. Customs took charge of Likin Stations throughout the Jurisdiction of Viceroy Lin.  
1899—U.S. Battleship *Oregon* arrived at Manila.

**ARRIVALS.**  
1897—The Governor of Canton acceded to the request of Capt. Elliot to reside in that City.  
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## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.—

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU F. Davies	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 22nd Mar., at Daylight.
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Mar., at Noon.
YAMAGUCHI MARU T. Mural	MOJI, KOBE and YOKOHAMA	TUESDAY, 26th Mar., at Noon.
ROSETTA MARU W. Tate	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 29th Mar., at 4 P.M.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 151 Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 9th March, 1901.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MARBURG v. Binter	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 27th March.
SAVOIA Behrens	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 4th April.
BAMBERG Jacobs	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 8th April.
SIBIRIA T. Mural	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 15th April.

These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, &amp;c., apply to

CARLOWITZ & Co., Agents.  
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,  
OSTASIATISCHER FRACHTDAMPFER DIENST.

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## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 28th Mar., at Noon.
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AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 23rd April, at Noon.
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HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 16th May, at Noon.
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## THE Twin Screw Steamship

## "NIPPON MARU."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 28th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

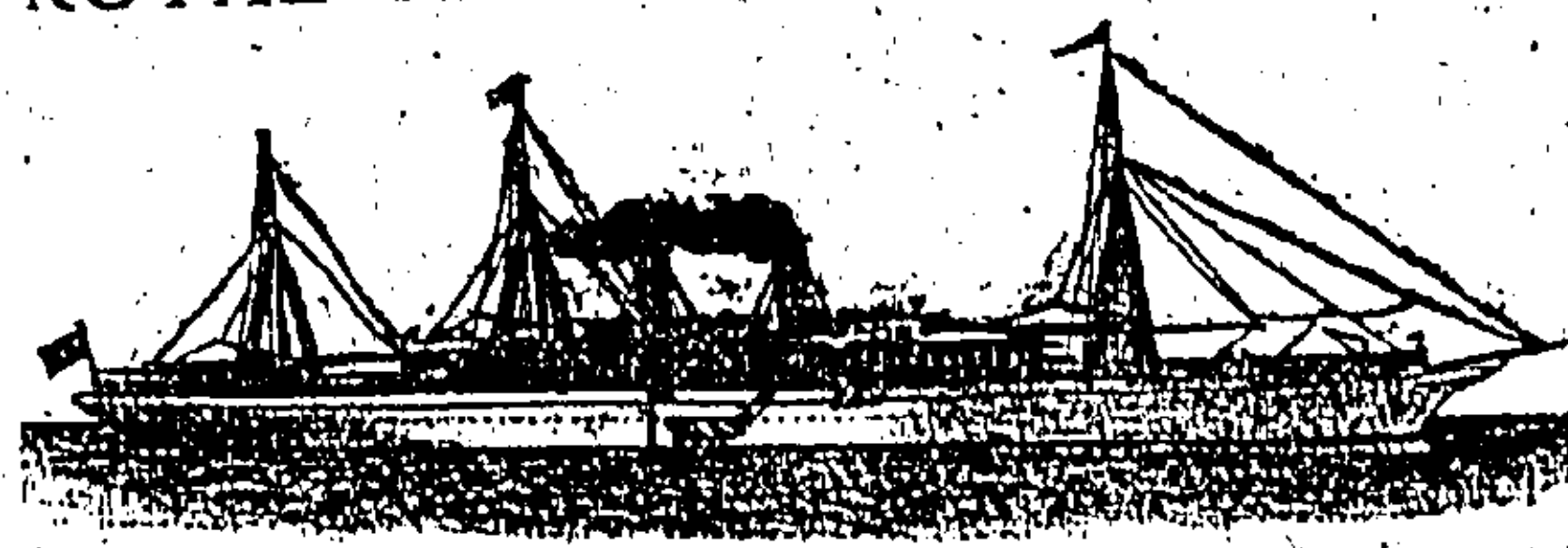
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company.

## Mails.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 3rd April.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 24th April.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 15th May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, 111, Leadenhall Street.

Hongkong, 13th March, 1901.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 13th April, at Noon.
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Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 7th May, at Noon.
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Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 1st June, at Noon.
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THE Company's Steamship

## "COPTIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th April, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 10th March, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &amp;c.

Strathgyle	15,033	Saturday 1 Mar. 30
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THE Steamship

## "STRATHGYLE."

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 30th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE.

Hongkong, 18th March, 1901.

## NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour—

ADOLPH ORRIS, American ship, Amesbury.

Standard Oil Co.

MOZAMBIQUE, British ship, Robt. Cleane.

Standard Oil Co.

SEA WITCH, American ship, Hagar—Master HATTIE C. SMITH, American schooner, Riley.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE.

Hongkong, 18th March, 1901.

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR.	STEAMERS.	TO SAIL.
SHANGHAI	"KWANGSE"	21st instant.
SHANGHAI	"HUNAN"	22nd instant.
TAIWANFOO	"HONKOW"	23rd instant.
AMOY and MANILA	"SUNGKIANG"	25th instant.
CEBU and ILOILO	"KAIYONG"	27th instant.
MANILA	"TAIYUAN"	29th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TAIYUAN"	9th April.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 19th March, 1901.

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"PYRRHUS"	29th instant.
GLASGOW	"ANTENOR"	1st April.
	"ULYSSES"	11th April.

## HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"STENTOR"	2nd April.
"	"IDOMENEUS"	16th April.
"	"AGAMEMNON"	30th April.
"	"AJAX"	13th April.
LIVERPOOL (DIRECT)	"TANTALUS"	15th April.

For Freight, apply to

BUTTERFIELD &amp; SWIRE, Agents, O. S. S. Co.

Hongkong, 19th March, 1901.

## THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY &amp; TAIWANFOO.

THE Company's Steamship

"AKASHI MARU," Captain K. Sudzuki, will be despatched as above TO-MORROW, the 20th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 19th March, 1901.

[295c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE," Captain Mitis, will leave for the above places on THURSDAY, the 21st instant, at Noon.

For Freight or Passage, apply to SANDER, WIELER &amp; Co., Agents.

Hongkong, 13th March, 1901.

[320c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG," Captain Weigall, will be despatched as above on THURSDAY, the 21st instant, at 4 P.M.

This Steamship has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., General Managers.

Hongkong, 14th March, 1901.

[324c]

"BEN" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"BENCLEUCH," Captain Thomson, will be despatched as above on THURSDAY, the 21st instant.

For Freight, apply to GIBB, LIVINGSTON &amp; Co., Agents.

Hongkong, 15th March, 1901.

[335c]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"KONIG ALBERT," of the NORDDEUTSCHER LLOYD.

Captain O. Coppers, due here with the outward German Mail about the 20th instant, will leave for the above Places about 24 hours after arrival.

For further Particulars, apply to MELCHERS &amp; CO., Agents.

Hongkong, 16th March, 1901.

[322c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW &amp; AMOY.

THE Company's Steamship

"MAIDZURU MARU," Captain K. Sobajima, will be despatched for the above Port, on SUNDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 18th March, 1901.

[326c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th March, 1901.

[321c]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

THE Steamship

"GYMERIC," will be despatched for the above Port about the end of March, 1901, and will be followed by the S.S. "RICHMOND CASTLE," "PATHAN," "FERDINAND," and "LOWTHER CASTLE."

For Freight, apply to BUTTERFIELD &amp; SWIRE, Limited.

Hongkong, 18th March, 1901.

## Consignees.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"RADNORSHIRE," Captain Burch, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 20th instant, will be subject to sale.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 14th March, 1901.

[39c]

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"CHUSAN," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Australia*.

From Persian Gulf, ex S.S. *Khandalla*, *Pimba* and *Java*.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-DAY.

Goods not cleared by the 22nd instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be received.

A. M. MARSHALL, Acting Superintendent.

Hongkong, 15th March, 1901.

[5]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, BOMBAY AND SINGAPORE.

THE Steamship

"MELPOMENE," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and no Claims must be sent in to the office of the Undersigned before Noon, on the 23rd instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 18th March, 1901.

[59c]

F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTM







